

The embodiments of the invention in which an exclusive property or privilege is claimed are defined as follows:

1. A chain block, comprising:
 - a drive motor and a transmission connected to the drive motor at a take-off side of said motor;
 - a chain wheel rigidly arranged on an output shaft of said transmission, said
 - 5 chain wheel for pulling a chain;
 - wherein said chain wheel faces said drive motor at an end face of said take-off and an outer circumference of said chain wheel reaching into an imaginary extension of an outer contour of the drive motor.
2. The chain block of claim 1 wherein said outer circumference of the chain wheel reaches for at least a quarter of the diameter of the chain wheel into said imaginary extension of the outer contour of said drive motor.
3. The chain block of claim 2 including an installation space between said chain wheel and said end face of said drive motor, wherein a width of said installation space being the distance between said chain wheel and said end face is greater than the width of the chain wheel so that said chain wheel can be replaced without
- 5 removing the drive motor.
4. The chain block of claim 3 wherein said end face of said drive motor is closed off from said installation space substantially solely by a sleeve of insulating plastic.
5. The chain block of claim 1 wherein said drive motor has a motor shaft that is oriented parallel to said transmission output shaft.
6. The chain block of claim 5 including an installation space between said chain wheel and said end face of said drive motor, wherein a width of said installation space being the distance between said chain wheel and said end face is greater than the width of the chain wheel so that said chain wheel can be replaced without
- 5 removing the drive motor.

7. The chain block of claim 6 wherein said end face of said drive motor is closed off from said installation space substantially solely by a sleeve of insulating plastic.
8. The chain block of claim 1 including an installation space between said chain wheel and said end face of said drive motor, wherein a width of said installation space being the distance between said chain wheel and said end face is greater than the width of the chain wheel so that said chain wheel can be replaced without
5 removing the drive motor.
9. The chain block of claim 8 wherein said end face of said drive motor is closed off from said installation space substantially solely by a sleeve of insulating plastic.
10. The chain block of claim 1 wherein said chain wheel can be pulled off from said transmission output shaft toward said end face after loosening a lock washer.
11. The chain block of claim 1 wherein a pay-out point of a chain from said chain wheel lies approximately at the center of gravity of the chain block.
12. The chain block of claim 1 wherein said chain block has a lug on a top side for suspension from a support element.
13. The chain block of claim 1 wherein said transmission has at least one first gear mounted on a transmission input shaft and at least one additional gear mounted on said transmission output shaft, wherein said transmission input shaft and said transmission output shaft are arranged at a distance from each other and run parallel
5 to each other, and said motor shaft is arranged coaxially to said transmission input shaft.
14. The chain block of claim 13 wherein said transmission has two stages and, one of said stages comprising said transmission input shaft and said transmission output shaft, another of said stages comprising an additional transmission shaft,

wherein said transmission input shaft, said transmission output shaft and said additional transmission shaft are arranged parallel to each other and in the shape of a V, while said transmission output shaft is generally arranged above said transmission input shaft and said motor shaft.

15. The chain block of claim 2 wherein said transmission has at least one first gear mounted on a transmission input shaft and at least one additional gear mounted on said transmission output shaft, wherein said transmission input shaft and said transmission output shaft are arranged at a distance from each other and run parallel to each other, and said motor shaft is arranged coaxially to said transmission input shaft.

16. The chain block of claim 15 wherein said transmission has two stages and, one of said stages comprising said transmission input shaft and said transmission output shaft, another of said stages comprising an additional transmission shaft, wherein said transmission input shaft, said transmission output shaft and said additional transmission shaft are arranged parallel to each other and in the shape of a V, while said transmission output shaft is generally arranged above said transmission input shaft and said motor shaft.

17. The chain block of claim 3 wherein said transmission has at least one first gear mounted on a transmission input shaft and at least one additional gear mounted on said transmission output shaft, wherein said transmission input shaft and said transmission output shaft are arranged at a distance from each other and run parallel to each other, and said motor shaft is arranged coaxially to said transmission input shaft.

18. The chain block of claim 17 wherein said transmission has two stages and, one of said stages comprising said transmission input shaft and said transmission output shaft, another of said stages comprising an additional transmission shaft, wherein said transmission input shaft, said transmission output shaft and said additional transmission shaft are arranged parallel to each other and in the shape of a V, while said transmission output shaft is generally arranged above said transmission input shaft and said motor shaft.

19. The chain block of claim 4 wherein said transmission has at least one first gear mounted on a transmission input shaft and at least one additional gear mounted on said transmission output shaft, wherein said transmission input shaft and said transmission output shaft are arranged at a distance from each other and run parallel to each other, and said motor shaft is arranged coaxially to said transmission input shaft.

20. The chain block of claim 19 wherein said transmission has two stages and, one of said stages comprising said transmission input shaft and said transmission output shaft, another of said stages comprising an additional transmission shaft, wherein said transmission input shaft, said transmission output shaft and said additional transmission shaft are arranged parallel to each other and in the shape of a V, while said transmission output shaft is generally arranged above said transmission input shaft and said motor shaft.

21. The chain block of claim 5 wherein said transmission has at least one first gear mounted on a transmission input shaft and at least one additional gear mounted on said transmission output shaft, wherein said transmission input shaft and said transmission output shaft are arranged at a distance from each other and run parallel to each other, and said motor shaft is arranged coaxially to said transmission input shaft.

22. The chain block of claim 21 wherein said transmission has two stages and, one of said stages comprising said transmission input shaft and said transmission output shaft, another of said stages comprising an additional transmission shaft, wherein said transmission input shaft, said transmission output shaft and said additional transmission shaft are arranged parallel to each other and in the shape of a V, while said transmission output shaft is generally arranged above said transmission input shaft and said motor shaft.